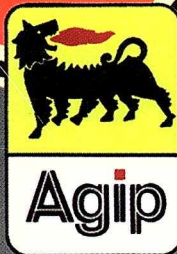


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1995 OFFICIAL EVENT PROGRAM



# NEVADA RALLY

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CONTINUES..."



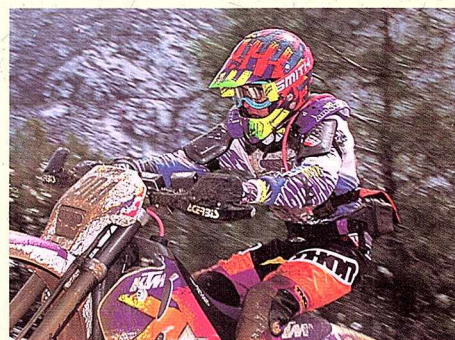
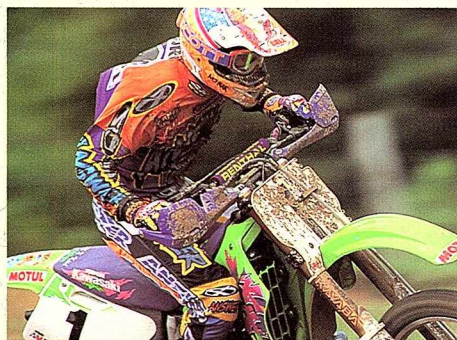


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August 1995



*W*elcome to the third annual Nevada Rally!

Nevada Rally USA salutes those riders, teams, sponsors, staff and support personnel who have chosen to brave the hot August sun in pursuit of glory and adventure!

We hope your sense of adventure is fulfilled and your dreams of glory are realized by the time we return to Las Vegas!

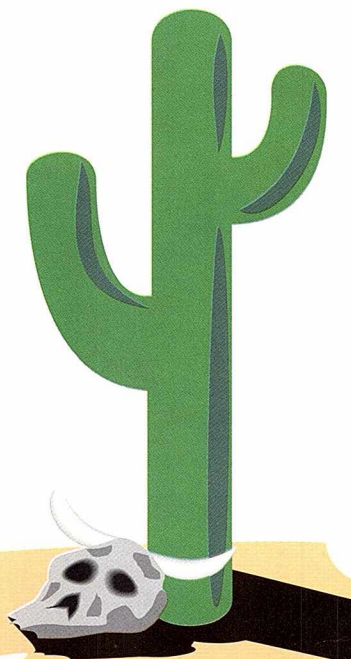
Ciao!

*Franco Acerbis*  
**Franco Acerbis**  
President

*Bill Berroth*  
**Bill Berroth**  
Event Supervisor

*Casey Folks*  
**Casey Folks**  
Event Coordinator

**Nevada Rally USA**



*The Showboat Hotel provides the perfect setting for Nevada Rally special events.*

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*Bill Berroth*  
Event Supervisor

*Casey Folks*  
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*Veronika Locker*  
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Impound Marshal,  
Announcer

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Dirt Road Marshal

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Paved Road Marshal

*Scott Glimp*  
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GREG ALBERTYN  
1993 FIM 250 CC  
WORLD CHAMPION



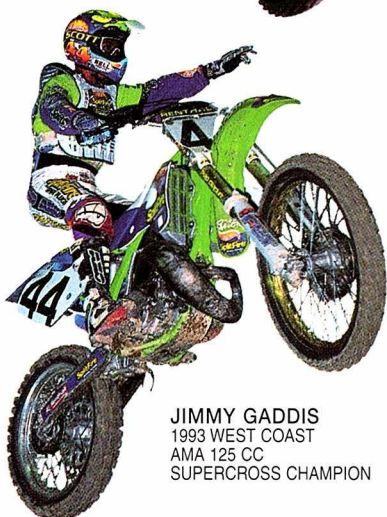
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1994 AMA  
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*A lone rider sets his sight on victory while crossing the rugged Nevada terrain.*

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*Along the trail, riders and spectators alike will have an opportunity to experience Nevada's history and beauty first hand. (photo courtesy Mark Kariya, Dirt Rider Magazine)*

### 40 **How I Spent My Summer Vacation**

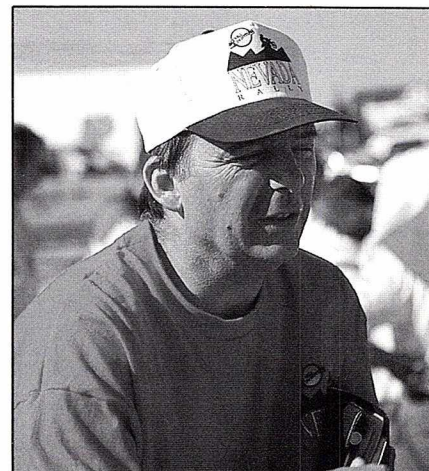
*"Billy" Berroth gives us a humorous inside look into the charting of the Nevada Rally trail.*

### 50 **Special Thanks**

*A note of gratitude to all our sponsors who have assisted the Nevada Rally Team in making the 1995 race the most spectacular ever!*



*Franco Acerbis, Nevada Rally founder, at last year's rally.*





A decorative border made of black and white squares, resembling a checkered flag, surrounds the central text. It consists of a top horizontal bar, a bottom horizontal bar, and two vertical bars on the left and right sides, all connected by corner pieces.

## NEVADA RALLY 1994 RACE RESULTS

### TOP 10 RACERS

1. *Alain Olivier* ..... *France*
2. *Johnny Campbell* ..... *USA*
3. *Jimmy Lewis* ..... *USA*
4. *Heinz Kinigadner* ..... *Austria*
5. *Scott Morris* ..... *USA*
6. *Charles Halcomb* ..... *USA*
7. *Richard Sainct* ..... *France*
8. *Stephane Peterhansel* ..... *France*
9. *Fabrizio Meoni* ..... *Italy*
10. *Davide Trolli* ..... *Italy*



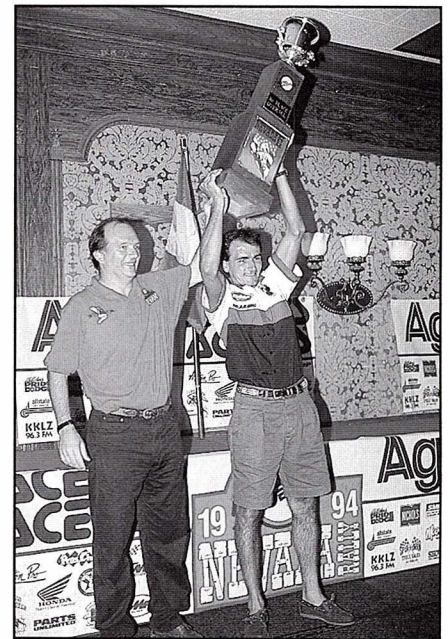
# Nevada

## The Riders

# Rally 19 95

*What kind of a person rides a rally? Wing in the Nevada Rally will ask him or riders don't know it before they start the event, is a strong test of their mental and physical abilities as well as their skill both in riding and maintaining a motorcycle, not to mention the financial cost of these efforts. However, there is something different still about rally riders and the people who support them. They are individuals who seek adventure, who do not follow the beaten path, who strive for their own memorable personal experiences, many of which will certainly come from the 1995 Nevada Rally. We salute these people for having the attitude which will make their lives successful and rewarding. . . They are the type of folks we want to spend a week with in Nevada!*

*Alain Olivier, the overall winner of the 1993 and 1994 Nevada Rallies, will be back this year to defend his title on his trusty KTM! Alain's credentials are outstanding. He has been one of France's top Enduro riders for the past nine years, placing in the top three positions consistently. He has also been a top finisher in some of the world's toughest events, including the Gilles Lalay Classic, Rally Tunisia, and the Atlas Rally. This year, Alain will be supported at the Nevada Rally by Acerbis, Sidi and KTM.*

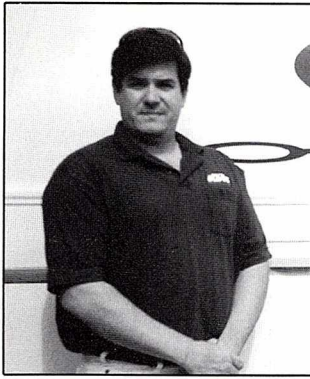


*Alain Olivier celebrates his 1994 win with Franco Acerbis. (photo courtesy Mark Kariya, Dirt Rider Magazine)*

*Even the most experienced riders find the Nevada terrain challenging . . .*





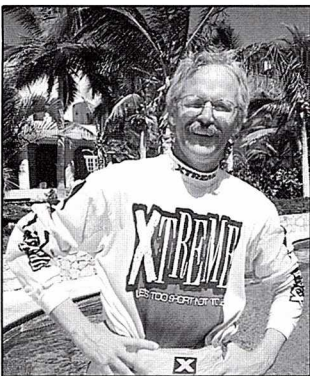


# **RIDER PROFILE MARK HOSBACH**

Age: 36  
Home: Franklin, Tennessee USA  
Bike: KTM 400 LC4

Mark has been employed by Oakley Optics as Regional Sales Manager in the Kentucky-Tennessee area since 1990. He has competed in off-road

racing for the last twenty years, with numerous enduro and hare scramble wins, including 1993 National Enduro Four Stroke class runner-up and AMA District 15 class winner. Previous industry background includes National Service Manager for Husqvarna Motorcycles, Southeastern District Sales Manager for Cagiva North America, as well as manufacturer rep for various off-road lines and equipment. Sponsors: Oakley, Intrac Distributing, H&H KTM, Devol Racing, Acerbis, FMF, Moose Off Road, McNutt's Kawasaki, Dunlop, Motul, RK Chain, Braking, Honda of Troy, UpTite Racing.



# **RIDER PROFILE NORM OLLEY**

Age: 43  
Home: Altamonte Springs, Florida USA  
Bike: Kawasaki KDX 200

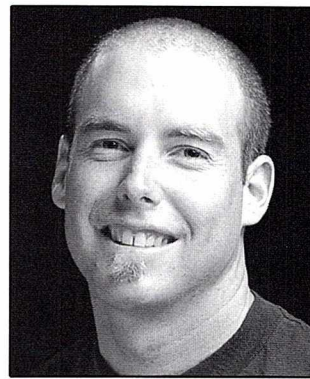
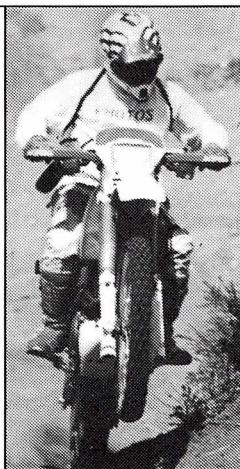
Norm has been off-road racing for the past 25 years. He thoroughly enjoys riding motorcycles and feels fortunate to have made his living in

the motorcycle industry for the past two decades. Norm is proud to be a sales rep for some of the biggest leaders in off-road products, including Acerbis, Xtreme, and White Bros.

## **PHOTOS BY GRUMPY** *Off-Road Racing Photography*

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Hesperia, California 92345 USA  
Tel. (619) 947-7558

*Official Nevada Rally  
Photographer*



# **RIDER PROFILE JIMMY LEWIS**

Age: 27  
Home: Newport Beach, California USA  
Team: Cycle World Magazine

As the Off-Road Editor of *Cycle World Magazine*, Jimmy Lewis is no stranger to off-road competition. As a four-time ISDE Gold Medalist,

Lewis is a respected national calibre racer. Other racing accomplishments include: 1991 Junior World Championship Team; 3 National Hare & Hound Class Championships; 3 Reliability Qualifier Series Class Championships; 9 AMA District 37 #1 Plates, Desert and Enduro; and 3rd overall in the 1994 Nevada Rally. Lewis' hobbies are just as rigorous and challenging as his racing: surfing, snowboarding, BMX, and hard-core trail riding. When asked about his goals for the year, Lewis replies candidly: "Less hair and more brains will hopefully bring me better things for the '95 Rally. I'm hoping to attract a bit of attention to aid my quest to compete in the '96 Granade-Dakar."



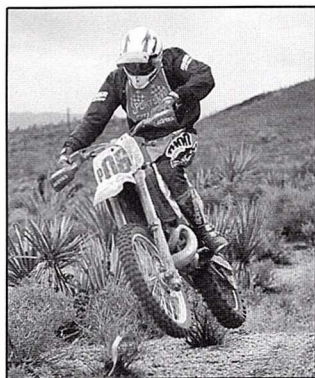
# **RIDER PROFILE LORI CONWAY**

Age: 34  
Home: Rancho Cucamonga, CA USA  
Bike: Honda  
Team: Honda Rider's Club of America

Five-time Women's Desert Champion, Lori Conway began her racing career in 1974

through the encouragement and support of her parents. As a graduate of California State University with her degree in Business, Lori continues her involvement in the sport not only as a racer, but as the Southern California District Sales Manager for American Honda. Married to Ray Conway in 1987, Lori counts her husband as one of her biggest supporters. An accomplished rider in his own right, Ray has spent many hours building and prepping Lori's motorcycle for the Nevada Rally. As the winner of the 1994 Nevada Rally Women's class, Lori looks forward to duplicating her success in 1995. Sponsors: Honda Rider's Club of America, IMS Products, Answer, Bridgestone Tires, NGK Spark Plugs, K&N Filters, White Brothers, Sprocket Specialists, Oakley Goggles, Ceet Products, Acerbis, Dura-Lube Oil.





# **RIDER PROFILE DARYL FOLKS**

Age: 31  
Home: Las Vegas,  
Nevada USA  
Team: Sportsman Cycles  
Bike: KTM 440 EXC 1995

Daryl has 25 years of riding and racing experience in the Nevada desert. His numerous racing accomplishments

include a 2nd place finish Class 30 in the 1994 Nevada Rally, a 1st overall in the Caliente GP (Southern Nevada's most popular race), three wins in the Baja 1000, five wins of the MRAN #1 plate, and 3 Gold medals at the National ISDE Series. As an expert rider and General Manager of Sportsman Cycle, Daryl's goal is to become KTM's top nationwide dealer. His racing goal is to win the 1995 Nevada Rally by class and overall. Sponsors: KTM USA, Dunlop, Thor, Sportsman Cycle, Duralube, Tsubaki, Sprocket Specialties, Cottontail Ranch, Primm Racing, Smith Sport Optics, Acerbis. (Photo by Grumpy)



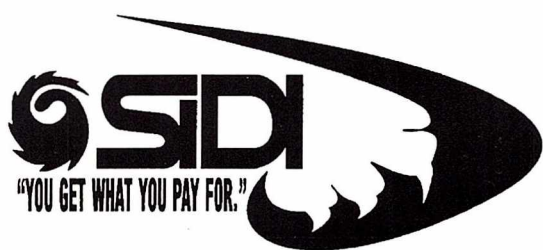
# **RIDER PROFILE CLAY STUCKEY**

Age: 35  
Home: Franklin, Tennessee USA  
Bike: Kawasaki KLX650R

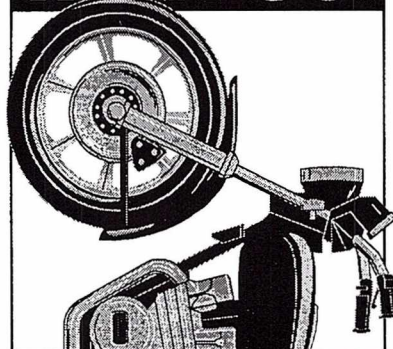
Clay Stuckey has been Kawasaki's District Sales Manager in the Tennessee-Kentucky district for almost twelve years.

Before working for

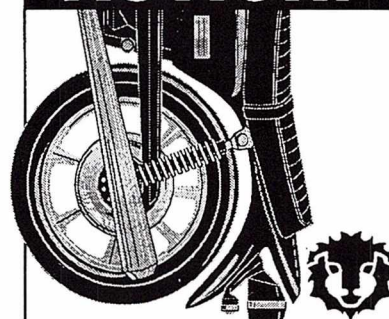
Kawasaki, he raced SETRA enduros with regional support from Kawasaki in the "old days" before Team Green was established. Clay enjoys the full support of his wife of ten years, Sandy. Her exact words were, "Go and get this Rally business out of your system." Sandy and Clay have a one-year-old son, Zachary. Sponsors: Kawasaki, Dunlop, Acerbis, RK, SBS, Sunstar, THOR, Bell, Scott, Answer, FMF, Excel, Thumper Racing, Devol, Kawasaki/Honda of Nashville, Kawasaki of Franklin, Motosports Honda, Buchanan's, McNutt's Kawasaki, W.E.R., Wolfe International, Lightning Cycle.



# **RALLY WITH US!**

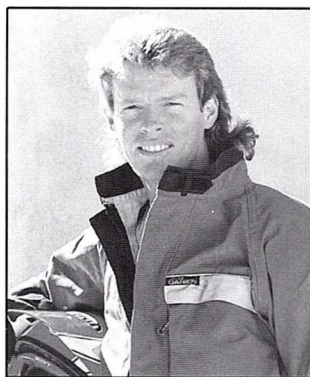


# **FOR NEVADA-STYLE ACTION!**



# **RED LION INN & CASINO**

*Winnemucca, NV*



# **RIDER PROFILE DAMON POWELL**

Age: 34  
Home: Southern California  
Bike: 1995 KTM LC4 620 R/XC

In addition to his occupation as publisher of *Dual Sporter Magazine*, Damon is also a promoter of Team Dual Dogs Events.

Damon's goal is to ride and explore as many trails and places as possible throughout the world. His racing accomplishments include: 1992 2nd place, Open Amateur Class, AMA National Hare & Hound Series; 1993 1st place, Dual Sport Class, White Bros., 4-Stroke World Championships; 1993 & 1994 1st Overall Winner, "Land of Enchantment Endurance Rally"; 1994 3rd Over 30 Class, 19th Overall Winner Nevada Rally.





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Editor Tom Webb's list of racing credits includes AA National enduro rankings as well as International Six Days Enduro experience. You know those riding fantasies that most of us have? Tom's fulfilled them. And he backs it up with an equally impressive journalistic style.

Editorial Director Charlie Morey has been riding since 1965. His knowledge and perspective on today's political and

land-use issues are equally formidable.

Test Editor Karel Kramer hopped on his first bike in 1965, and he's become our walking encyclopedia of technical knowledge about every machine produced since.

Mark Kariya began riding in his dad's orange groves back in 1965. Since then, "Kato" has ridden and raced literally every type and size of motorcycle known to man.

Ken Faught is the newest member of *Dirt Rider's* team, and as our Moto! Editor, his photography and writing skills leave other motorcycle journalists in the dust.

That's the serious part of *Dirt Rider*. It's been that way since our first issue in 1982, more than 10 years ago. And we think that's pretty intense.

Perhaps that's why *Dirt Rider* Magazine is the world's largest dirt bike publication. Our readers know that for the straight scoop from the guys who really know, *Dirt Rider* delivers.

Or perhaps it's because when the workday is over, we're still just a bunch of guys who like to go riding.

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# **RIDER PROFILE BRYAN WADE FOLKS**

Age: 27  
Home: Las Vegas,  
Nevada USA  
Team: Vosburg Racing  
Bike: KTM 250 EXC

Bryan is a racer and a college student. His numerous racing accomplishments include: 2-

time Baja Champion; 2-time World Hare & Hound Champion; 2-time LV 300 Champion; 2-time U.S. Hare Scrambles Champion; 3-time BITD Gran Prix Champion; 8-time #1 Plate Holder; over 35 career overall wins. His goals include contributing to the future success of Sportsman Cycle sales, continuing his racing career and completing college. Major past and present sponsors: Husqvarna Motor Corp., Cagiva, Whiskey Pete's Casino, Vosburg Racing Team. *(Photo by Grumpy)*

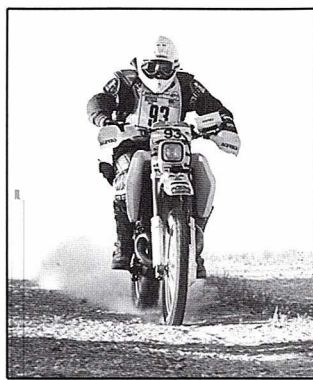
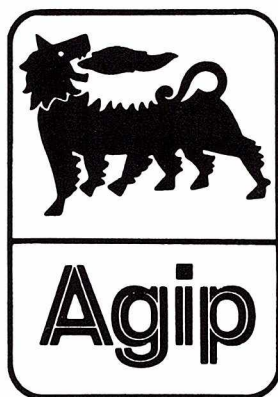


# **RIDER PROFILE HIDEO MORI**

Age: 34  
Home: Chibaken, Japan  
Bike: KTM 250 EX/C

Known as the "Flying Dentist" in Japan, Hideo Mori has plans to "take a bite out of the competition" as his sights are on taking the #1 Japanese rider position away from

countryman Yoshitomo Hisao. Encouraged by his father, mother and wife, Hideo looks forward to participating in his second Nevada Rally. Mori is the 1994 "IDEMITU" Cup All Japan winner. His other interests include tennis and swimming.



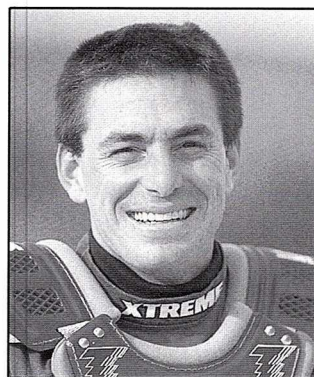
# **RIDER PROFILE MARC LEWIS**

Age: 18  
Home: Henderson,  
Nevada USA  
Occupation: Student  
Sponsors: Sportsman  
Cycle, EP Performs,  
Motorcycle Tire Center,  
Metro Printing, Inc.

Marc is an Expert class rider who participates

primarily in Nevada desert events. Marc has been riding for 6 years and this will be his second Nevada Rally event. Marc rode the 1993 Nevada Rally as the youngest rider and made a respectable showing even with a bit of tough luck. On the last special test section during the last day of competition, Marc's bike began to disassemble. The bike deterioration included a broken shock rod, and a rear tire that had eaten its way into the rear fender, seat and rider's fanny pack, and a chain that wore a hole into the carburetor. This ended Marc's ride and his first Nevada Rally. Hoping for better luck in '95, Marc is looking forward to another chance at a win.

*(Photo by Grumpy, Off-Road Racing Photography)*



# **RIDER PROFILE PAUL D. KRAUSE**

Age: 30  
Home: Irvine, CA USA  
Team: Kawasaki's Team  
Green  
Bike: KX500

Paul Krause is a professional off-road motorcycle racer. At 30, Paul has 24 years of off-road racing experience. Paul's

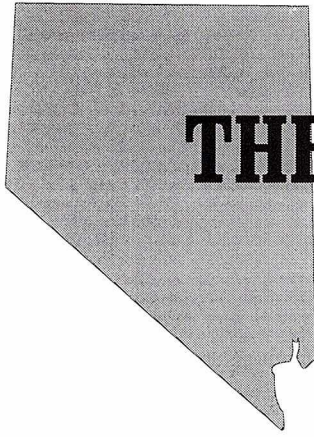
professionalism, good sense and keen riding ability have, and continue, to earn him great accolades. This is Paul's seventh year as a member of Kawasaki's elite Team Green, a group consisting of some of the best off-road racers in the world.

Over the years, Paul has achieved many victories. These honors include: 4 Baja 500s; 1 Baja 1000; 1 Las Vegas 300; 1 Nevada 500; 4 King of the Desert Crowns; 1 AMA National Hare & Hound Championship; 1 SCORE International Championship; 2 ISDE Silver Medals; 3 Twenty-four Hour World Off-Road Endurance Championships; 2 Twenty-four Hour Off-Road World Records (current). Paul's racing goals include 1st Overall 1995 Nevada Rally, 1st Overall Baja 1000 and an ISDE Gold Medal.



*The American Adventure Continues . . .*

# THE NEVADA RALLY COURSE



The 1995 Nevada Rally Riders are in for a true American Adventure. Their trek through Nevada will prove to be both a scenic as well as an historic ride. This is an adventure that not many visitors nor Nevadans will have an opportunity to take.

## Day One

Their Nevada Adventure for 1995 will start by one of the biggest air force bases in the world, Nellis Air Force Base. From the starting point they will cross the Mojave Desert to their first gas stop at Kane Springs, one of the few water sources in the area. From that point they will enter into the Pahroc Mountains and proceed to their next gas stop at the beautiful Pahroc Summit.

After the second gas stop, the riders will head due west going over the top of Mt. Irish and very close to the Timpahute Mine on to their next gas stop where they have to be watching for "aliens" at the small town of Rachel. Rachel is located on the edge of what might be known as the most controversial U.S. military base in the world, Groom Lake.

After their visit with the "aliens," the riders head on to the last gas stop of the day, one of Nevada's natural mineral hot springs, Warm Springs. By now the riders are starting to grow tired from their long first day's ride, and will begin looking for their first night's rest in Tonopah, Nevada, also known as Mining Town U.S.A.

By the early 1890s, the Comstock Lode at Virginia City was played out and Nevada's miners were searching for the next big strike. Legend has it that in 1900, Jim Butler, a rancher and prospector, got caught in a sudden sandstorm after his disobedient mule wandered off. Jim searched the ground for a stone to throw at the animal. This led to a closer inspection of his surroundings, which Jim soon realized contained silver, a discovery which changed the face of Nevada.

Butler's discovery eventually produced more than \$150 million worth of ore. Tonopah became the first great mining strike of the 20th century. If Virginia City made Nevada a state, Tonopah ensured its survival.

Belmont, Goldfield, Round Mountain, Manhattan and Tonopah were rough towns born of rough times, where justice was more dependent on a fast draw than a good legal case. Colorful characters like Wyatt Earp graced the area. With dozens of historic structures, Tonopah remains a romantic reminder of the Silver State's roots.

## Day Two

As the riders leave Mining Town USA, they have a chance to see some of the vast dry Nevada desert. The Rally moves on to the historic town of Goldfield. In 1907, Goldfield was Nevada's great beacon, attracting more than 25,000 restless people who enjoyed every modern convenience of San Francisco or New York. Easily Nevada's largest city, Goldfield had surpassed Reno as the trading center east of California. Fledgling Las Vegas, two years old at the time, had less than 400 people.

From Goldfield the riders will descend to the valley floor to the

desert community of Silver Peak. Silver Peak, nestled at the foot of Mineral Ridge at the Southern end of State Route 265, has been a mining town, off and on, since 1863. At the Silver Peak gas stop the riders are in for a real treat because gas stop two is the legendary ghost town of Blair.

The Nevada Adventure will now have the opportunity to see some of the most beautiful canyons in Nevada as the riders pass over Emigrant Pass and into Fish Lake Valley, traveling to their next gas stop by the old ghost town of Columbus.

Now the riders start from the valley floor back up the mountains and then down to the old railroad town of Mina. Mina now exists as a gas and rest stop for travelers on Highway 95. The Rally riders are now ready for gas and water as they move into their last gas stop at Luning. As the Rally moves toward Fallon, the riders will have the rare experience of riding on the historic Pony Express Trail. This brings the first Special Test to a finish at a business that is often described as "the oldest profession in the world," Salt Wells Ranch. Then on into the town of Fallon.

## Day Three

After a good night's rest and some great food in Fallon, the Rally moves forward as the riders take on the shortest day as well as what some might call the roughest day. The Rally riders will no doubt remember the place, maybe not the name, when asked about parts of the course that they had to traverse, such as Ragged Top Mountain, Toulon Peak, Poker Brown Canyon and Bonita Canyon.

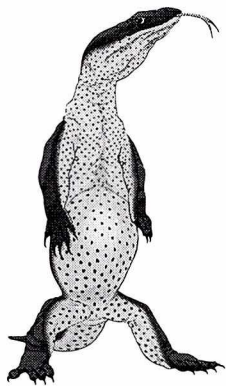
After their first gas stop along I-80 at Trinity Junction, they will be ready to take on the mighty deserts of Northern Nevada.

The gas stop at Lovelock will be a welcome sight for the Rally riders. Lovelock is a small agricultural community located on I-80. From Lovelock there will be one more gas stop and then onto the exciting true western town of Winnemucca, Nevada.



*Desert racing at its best . . .*





#### Day Four

As the Rally leaves Winnemucca, the riders are in for one of the longest days of the event, the 350 mile Special Test that every rider will remember as a true part of their

American Adventure.

On day four, the Rally Riders as well as Support Crews, will have a chance to see gold mining in Nevada at its best. The Rally Riders' first glimpse at the big mines will be when they cross over Goldconda Summit and then again at their first gas stop at Battle Mountain Gold.

As the riders pass on the historic roads in Reese River Valley, they will cross the private property of another of Nevada's big gold mines, McCoy Mine. Now the Rally moves into Antelope Valley, then up and over Ravenswood Mountain for a wild ride.

It's time for gas and water again at Silver Creek Ranch. After 25 miles through Duffy Meadows, the riders will arrive at the Hall Creek gas stop which is the shortest fuel stop of the Rally.

Now the Adventure gets long and dry as the riders cut straight across the northern part of Nevada into "Covered Wagon Country." After a long ride on the trail, everyone will be looking forward to Elko, the last authentic cow town in America. Visitors find it a friendly, comfortable place where cowboy hats and boots far outnumber designer labels.

#### Day Five

Elko is also the place where the Nevada Rally has selected for the Rally's day of rest. On this day the riders and their support teams will be able to choose from a variety of activities, including golfing, hiking, fishing, shopping in the little stores, or visiting some of the historical sights.

Elko has excellent facilities for the visitor, including an 18-hole championship golf course (with a second 18-hole course only 12 miles from town), tennis courts, indoor theaters, an indoor-outdoor swimming pool, 120 acres of parks and 24 restaurants. Elko's Northeastern Nevada Museum is one of the finest small

museums in the country and features fine Western and natural exhibits.

Just 20 miles southeast of Elko are the beautiful Ruby Mountains. Easily reached by car, the mountain range has several hiking trails suitable for short day hikes or overnight trips.

#### Day Six

Dawn brings the start of day six as the American Adventure leaves Elko and heads up Secret Pass into the beautiful Ruby Mountains. After a quick gas stop, the Rally Riders are in for a treat as they head up Spruce Mountain and into the Old Monarch Mining District. The riders will descend into the Goshute Mountains and then across Antelope Valley to the old railroad town of Currie, where they will take on fuel.

The Rally now heads northeast to the border town of Wendover, but there will be no time to stop. It's full-speed ahead in search of fuel and a cool drink of water. What better place to receive fuel and water than Lages Junction.

Now the Rally heads high into the mountains of the Schell Creek Range, where the riding is fun and the view is grand. The ride over Beckey Peak will be one of the most spectacular views of the Rally and one the riders will long remember.

The descent down from the Schellborn Mountain range will bring the riders to their next overnight stop, Ely. Many stories have circulated as to the source of Ely's name. The most probable is that the county seat of White Pine was named after John Ely, a native of Illinois, who died in Montana under poverty-stricken circumstances, after a most adventurous career in the West. Ely, a magnificent specimen of a frontiersman, stood six foot three, in his socks. During his time in the West, Ely was partnered with the notorious and much-feared Captain Slade. Together the vigilantes migrated to Nevada, purchasing several claims from William Raymond in Lincoln County. This transaction led to the development of the famous Raymond and Ely Mine in the Pioche district.

#### Day Seven

The Rally Riders will transfer from Ely to the infamous Connors Pass where the long Special Test will begin as it heads into some of Nevada's true cattle country. The riders will make their next gas stop at

one of the state's largest cattle ranches, Gizer Ranch. Now it's on to one of the most memorable towns in Nevada, Pioche.

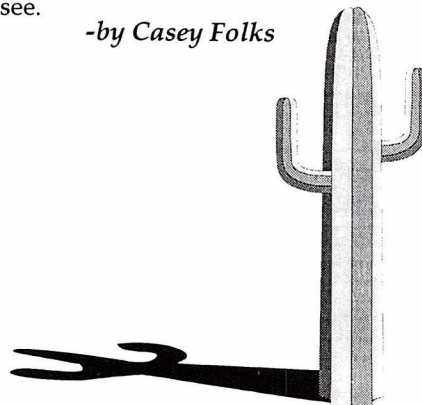
In 1864, an LDS missionary by the name of William Hamblin was led to silver deposits in the vicinity of Pioche by a Paiute Indian. In 1869, several men, including the San Francisco entrepreneur, Francois L.A. Pioche, purchased property in the area and formed the Meadow Valley Mining Company. They successfully separated the silver from the ore by using chemical processing, thereby opening the area for mining activity. In time, the mining camp became a town known as Pioche.

After a short gas stop, the Rally is on as the riders head to the railroad town of Caliente ("hot" in Spanish) is nestled in a valley with the beautiful Clover Creek running through it. From the Clover Mountains comes the long descent back down to the hot Mojave Desert floor and into the city of Mesquite. The Oasis Resort is where the riders will find a well-earned dinner and a good night's sleep.

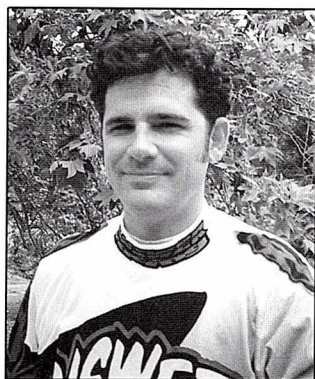
Nevada's newest city, Mesquite, was originally settled by Mormon farmers attracted by the fertile soil along the Virgin River. While farming has remained important to the community, Mesquite's recent growth has been fueled by the city's development as a gaming destination and resort. Mesquite is home to the 1,200 acre Nevada Game Ranch, a guest ranch that combines the western atmosphere of an authentic working ranch with the excitement of a big game hunt. Visitors can hunt for exotic game that includes Carsican rams, Catalina goats, antelope, deer, wild hogs, buffalo and rams.

Now the riders will embark back to their final destination, the fabulous metropolis of Las Vegas. In Las Vegas the riders will be greeted by cheering fans and the clanging of slot machines, a truly spectacular sight to see.

-by Casey Folks





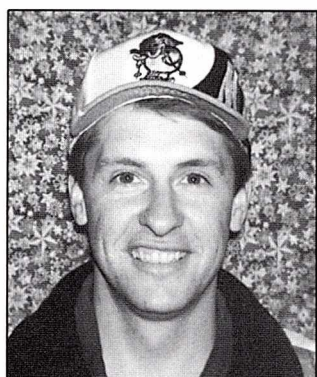


# **RIDER PROFILE TONY MEGLA**

Age: 31  
Home: Westlake Village,  
CA USA  
Team: Mammoth Mtn.  
Bike: Honda

Tony is a product designer and graphic artist for Answer Products. He has worked in the motor-

cycle industry for 10 years. Tony is currently ranked number one in the Vet Class in AMA District 37 Enduro Series for 1994. He has raced desert and enduros for 15 years.

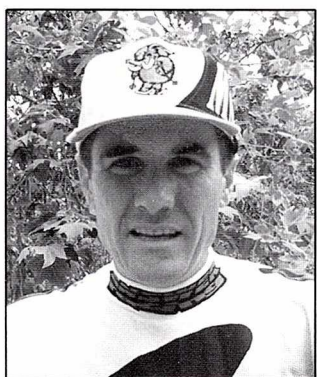


# **RIDER PROFILE CASEY McCOY**

Age: 29  
Home: Bishop, CA USA  
Team: Mammoth Mountain Ski Area  
Bike: Honda XR600

Casey has been riding and racing since he was 11 years old. He won the 1982 Silver State

Motocross Series and was second in the 1984 Golden State Motocross Series. He has been racing enduros for the past few years, garnering top finishes in district events.



# **RIDER PROFILE BILL POSTEL**

Age: 41  
Home: Newbury Park,  
CA USA  
Team: Mammoth Mountain  
Bike: Honda XR600

Bill has been racing for 25 years. He has ridden numerous long distance

races, including: Baja 1000, 500; Frontier 500; Tecate 500; and Greenhorn Enduros. Bill was ranked second in District 37 Enduro Senior for 1994 and is leading in points for 1995. His racing goal is to finish the Nevada Rally. Married to his wife Susan for 15 years, Bill has two daughters, aged 10 and 3.

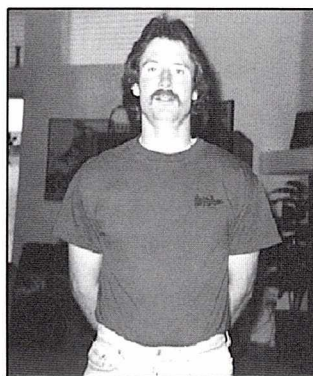


# **RIDER PROFILE STEPHANE PETERHANSEL**

Age: 30  
Home: Vesoul, France

Stephane is a professional racer with numerous wins. In the past decade, he has proven himself to be a consistent rider, capable of winning the toughest of races. With a

strong showing in last year's Nevada Rally, Stephane is a contender for the winner's circle in this year's race. He is supported in his racing endeavors by his wife, Corinne, and son, Nicolas. His career highlights include: French 250 Enduro Champion, 1984; French Inter 500 Enduro Champion, 1985-87; 2nd in Spanish Baja 1000 Rally, 1985; Overall Winner ISDE, 1988-89; 18th in Paris-Dakar Rally, 1988; French Enduro Champion, 1989; 4th in Paris-Dakar Rally, 1989; Winner Atlas Rally, 1990; Winner Rally of Tunisia, 1990; Winner Paris-Dakar Rally, 1991; French Enduro Champion, 1991; 2nd in Pharaohs Rally, 1991; Overall winner ISDE, 1991; Winner Paris-Cape Town Rally, 1992; Winner Paris-Peking Rally, 1992; Winner Paris-Dakar Rally, 1993; Overall winner ISDE, 1994; 8th Overall Nevada Rally, 1994. (photo by Mark Kariya, *Dirt Rider Magazine*)



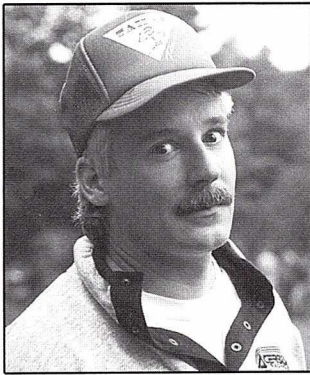
# **RIDER PROFILE MARK MORRIS**

Age: 31  
Home: Las Vegas, Nevada USA  
Bike: CR 500 95

Mark has been desert racing since 1977 and has been classified expert or pro since 1982. Employed in the motorcycle industry

since 1985, Mark currently manages Motorcycle Central. In 1989 he was a #1 Plate Holder in the 500CC class. Through the years he has raced both 250CC and 500CC, with the year-end results always placing him in the top three. He currently races in MRAN and Best in the Desert events. Mark receives support from his family, including his wife of nine years, Pam, and their two children, Sydney and Megan. His main goal in riding and racing is "to have fun and go fast!" Sponsors: Axo Rental, RK Chain, Shoei, IMS, Scott Goggles, Maxima.





## RIDER PROFILE PAUL CLIPPER

Age: 42  
Home: Medford Lakes,  
New Jersey, USA  
Bike: KTM LC4 620

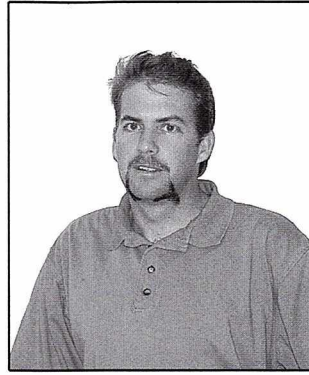
When asked why he was competing in the Nevada Rally this year, Paul Clipper said, "Have you ever spent an

August in New Jersey?" And so it goes. We get the impression that this is not your average serious racer, and Clipper confirms it. "I want to bring into the Nevada Rally '95 the longest list of personal sponsors and the shortest list of racing accomplishments. Sponsors I have many, race wins I have none, at least none in the recent past. However, I've always liked riding fast on a motorcycle as long as nothing big gets in my way, and I think intense ambition will carry me through the week here in Nevada."

Actually, Clipper started in the motorcycle business twenty years ago, working as a freelance writer and photographer and holding a number of "odd jobs" before landing a position on *Dirt Bike* magazine in 1978. In 1985 he went to work for KTM America for a short time. Says Clipper, "At *Dirt Bike* I concentrated on spending as many hours as possible riding, during the week, and then racing on the weekends. In our spare time we put out a magazine."

He left KTM to become publisher of *Trail Rider* magazine, and has been there ever since, not actively competing but filling his time with occasional racing and plenty of recreational riding anywhere and any way he can do it. He has worked for Acerbis Adventure at the Incas Rally and in the last two Nevada Rallies, and decided that this year was the time to race it. "Seriously, time does not wait for any of us," says Clipper, "and this is as close to The Great American Race as we are ever going to get. It has been an honor to be associated with Franco Acerbis in the past, and this year it'll be a great thrill to actually compete in the rally." Clipper plans to ride a KTM 620 in the Over-40 class.

Sponsors: *Trail Rider* magazine, KTM Sportmotorcycle, Acerbis, Sidi Boots, Pro-Sport, Moose Racing, Arai Helmets, Pirie Composites, Mooch Motorsports, Off-Road Specialties, Sinisalo, Works Enduro Rider, and Fah-Q Racing.



## RIDER PROFILE TIM MORTON

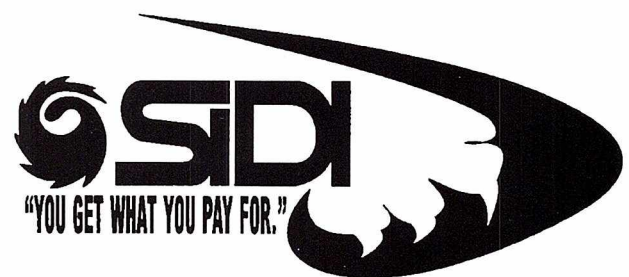
Home: Solana Beach, CA  
USA  
Age: 28  
Team: Acerbis/K.O.R./  
Team Green  
Bike: Kawasaki KX-250

Tim Morton is an Acerbis USA Sales and Tech Support dude. An accomplished off-road

racer with over 20 years experience, Morton raced his first Baja 1000 at just 16 years of age. He has over 30 SCORE. International races under his belt, including 6 class wins. He is the defending SCORE. International 250 Pro Class Champion for 1995 on his Team Green KX-250. Recently, Tim and his co-riders captured the 24 Hours of LeFud overall trophy, setting an unofficial world distance record in the process. Sponsors: Acerbis, SIDI, Pro's Choice, FMF, TNT Racing, Cycle Parts West, Trick Fuel, Sondog Packs, Excel, Kawasaki of Riverside, Tech Tube, Garment Concepts, Emory Brazell, Tom Wimberly.

(photo by Cary Pennington)

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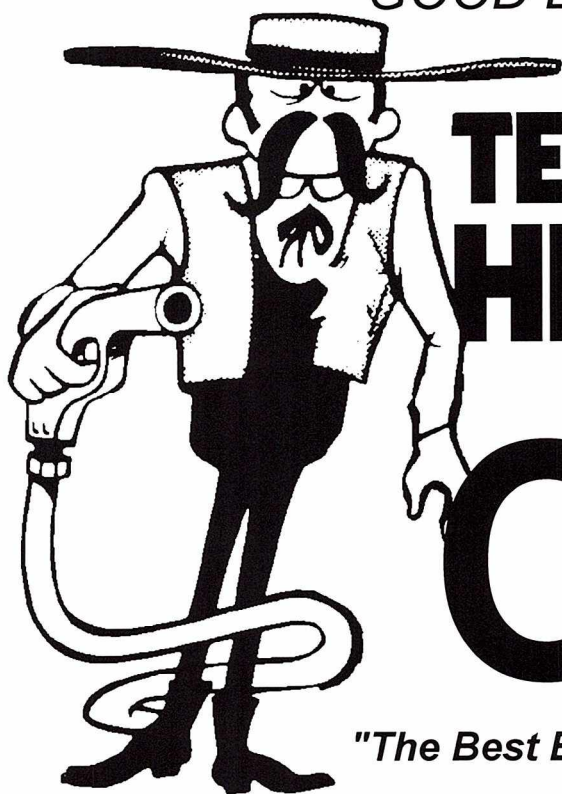
Bryan

*Photos by Grumpy*

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**RIDER PROFILE**

**THEIRRY MAGNALDI**

Home: France

Theirry Magnaldi, who hasn't yet forgiven his countryman, Olivier, for beating him in 1993, will return for the '95 Nevada Rally. This time Theirry will be competing on a KTM motorcycle supported by their French importer.

**RIDER PROFILE**

**SAM BASS**

Home: Las Vegas, Nevada USA

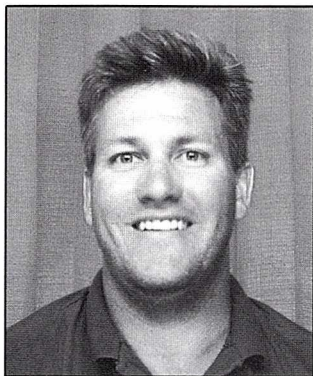
Age: 65

Bike: Kawasaki KX-500

Sam is a retired engineer who enjoys riding and racing. His racing accomplishments include: 1st Overall Florence Gran Prix, 1978; 1st place Open Pro Rocky Mountain Regional Champions Moto-X, 1980; 1st place Over 30 Class Baja 500, 1986; Class Win Baja 1000, 1993; Class Win Nevada State #1 Plate, 1994; Class Win Nevada Rally, 1994; Class Win Parker 400, 1994 .

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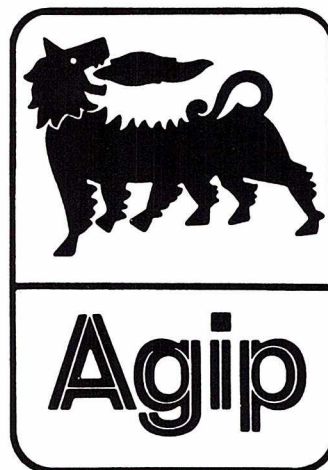
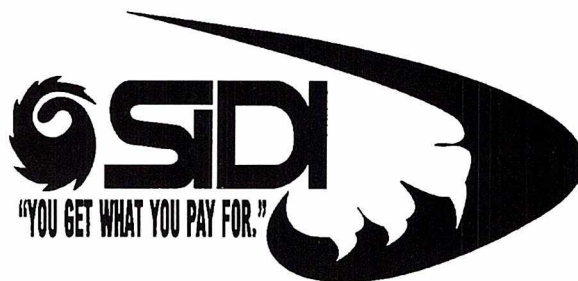


**RIDER PROFILE**  
**CORY F. AYERS**

Age: 31  
Home: Henderson, NV  
USA  
Bike: KTM LC4-400

Cory Ayers is a landscape contractor who was introduced to the sport of desert racing a short time ago. In October of 1993 he was given a 1994 Honda

CR250 for his 30th birthday. Since then, he has given up all other outside activities and dedicated himself to racing desert and motorcross. His first race was in November 1993 and since then he has gone from novice to expert in one season. His major accomplishments have been several 1st place novice races in BID and MRAN. He has also won the Nevada State Championship Hare & Hound, 1st place over 30 Amateur. He ended the season #2 in points in BID and #3 in points in MRAN. He started the 1995 season with a 1st place over 30 expert win at the Mesquite Gran Prix for BID. Currently, he is in first place in points in both BID and MRAN. Cory is married and has two children. Sponsors: Answer Racing, Duralube Oil, Race Tech Suspension, Motorcycle Central, Sportsman Cycle.



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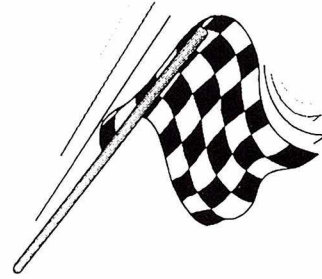
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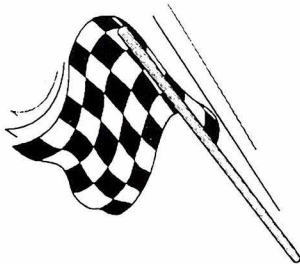


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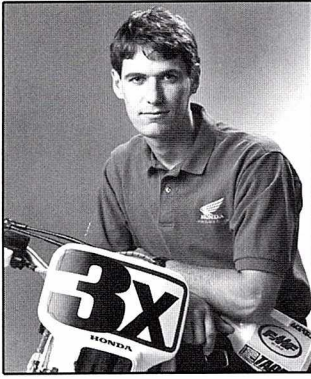
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## RIDER PROFILE **JOHNNY CAMPBELL**

Age: 24  
Home: San Juan  
Capistrano, CA USA  
Team: Honda Desert  
Off-Road  
Bike: Honda XR600R

As the youngest member of Honda's desert off-road team, Johnny Campbell

has perhaps the most potential for achieving greatness, as most of his career still lies before him. His immediate goals include winning the Nevada Rally and the Baja 1000 on a four-stroke — pretty lofty dreams for a youngster.

Like many successful racers, Campbell had the support of his parent from an early age. He began riding with his father at the age of 9, and at 13 had graduated from an XR75 to a CR80. Under his dad's supervision, Johnny was moving up through the ranks. Then in 1987, his father died suddenly, breaking up a lifelong team. Johnny's mother stepped in after that, and saw Johnny achieve Expert status the following year.

Since that time, Campbell has been a dominant force in Southern California's Southland Racing Association, winning the 250 Class Championship three years running, in 1989, 1990 and 1991. During that same period he also managed to win the SRA's Open-Class Championship one year, while finishing second in class in the other two. Since 1989, he's graced his racing résumé with numerous solo wins, and nearly achieved his goal of winning the Baja 1000 outright in 1992 as part of the Honda off-road desert team. In '94, Campbell served notice to the world by dueling with Frenchman Alain Olivier in the Nevada Rally. A strong second-overall finish and valuable lessons learned from the rally-savvy Olivier will make Johnny's '95 Rally assault even more formidable. Campbell also had strong rides at the Baja 500 and 1000 events, and finished second in the AMA four-stroke Hare & Hound Championship behind teammate Jeff Capt.

For '95, Campbell's goals are high: winning the Baja 1000, the Nevada Rally, the AMA National Hare & Hound Championship, the Best of the Desert series, and getting a Number 1 plate in AMA District 37 desert racing. Johnny Campbell is already well on his way to becoming one of desert racing's all-time legends.

History: Southland Racing Association, 250 class winner, 1989-91; Southland Racing Association, Open-Class winner, 1989; Ensenada Supercross, Open-Class winner, 1989; Cantamar Grand Prix, winner overall, 1990; SCORE Desert Championship, Class 21 winner, 1991; Rosarito Beach Grand Prix, winner overall, 1992; High Desert Racing Association, Nevada 500, winner overall, 1992; Baja 1000, second overall, 1992; SCORE San Felipe 250, Class 21 winner, 1992; Nevada Rally, second overall, 1994; Baja 1000, fourth overall, 1994; San Felipe 250, second overall, 1994; Nevada Rally, four-stroke class Champion, 1994.



## RIDER PROFILE **JEFF CAPT**

Age: 27  
Home: Long Beach, CA  
USA  
Team: Honda Desert  
Off-Road  
Bike: Honda XR600R

Compared to some off-road riders, Jeff Capt came to the sport of desert racing relatively

late in life — at the ripe old age of 20. His first attempt, though, in 1989, convinced him he'd found his two-wheeled calling. Not only was he completely captivated by the sport, but he rode a Honda CR500R to the overall win in the Novice class, first time out. From there, Jeff's career skyrocketed, and he progressed from Novice to Expert in eight short months.

Jeff began racing at age 12, but his first motorcycle ride was with his father at age 7, on an old street bike converted into a dirt bike. Five years later, Jeff started racing motocross, which he continued until 1986.

After his first desert win, Capt moved to the 125cc class, which not only honed his skills as a rider, but also underscored his natural talent when he and John Brassch took the 125cc class win at Baja in 1990. Since that time, Capt has dominated the 125cc class in Hare & Hound events, winning both the District 37 and AMA National Championships from 1991 to 1993.

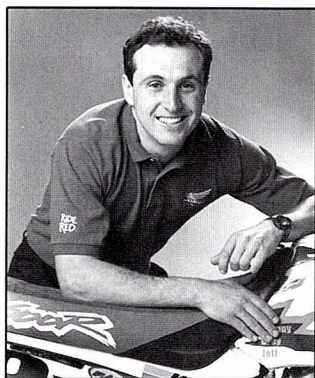
In late 1993, Jeff moved up to the 250cc class, and success went with him. He won the 250 Pro class at the Tonopah 300 in September 1993. A few weeks later, on a borrowed 250, he took the overall win at the 1993 District 37 Hare & Hound.

For 1994, Capt's first year with the Honda Off-Road Baja team, he continued his AMA National Hare & Hound winning streak, capturing the four-stroke class Championship aboard his XR600R. Local race wins, along with strong rides in the Baja 500 and 1000 events, set the stage for excellent results in 1995. At the first National Hare & Hound event in January of 1995, Capt finished an impressive third overall.

His success with larger bikes has convinced Jeff that he's ready for Open-Class competition. For 1995 he's again set his sights on the Number 1 plate in the AMA National Hare & Hound Series, and he's also looking for top-place finishes in both the Baja 1000 and the Nevada Rally. Look for Capt to become an even stronger force on the off-road racing scene for 1995.

History: SCORE Class 20 winner, 1990-1993; AMA National Hare & Hound Championship, 125 class winner, 1991-93, four-stroke class winner, 1994; AMA District 37 Hare & Hound Championship, 125 class winner, 1991-93; Tonopah 300, 250 class winner, 1993; Baja 1000, fourth overall, 1994; San Felipe 250, 2nd overall, 1994.





## RIDER PROFILE **DAVIDE TROLLI**

Age: 27  
Home: Castel San Giovanni, Italy  
Team: Honda Desert Off-Road  
Bike: Honda XR600R

If sheer experience was all it took to win races, no one else would even need to show up at events Davide

Trolli enters this year. This 27-year-old Italian is an off-road veteran, with seven ISDE gold medals and several Italian National Enduro Championships to his credit, along with vast experience in European rallies, including the grueling Paris-Dakar Rally.

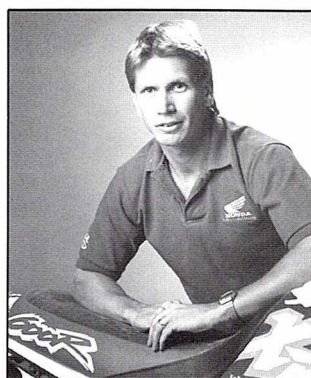
Unlike his American teammates, Trolli didn't start riding motorcycles until he was a teenager, and his first race didn't come until he was 16. From that point on, though, there was no holding him back, as he rode throughout Europe, racking up National Enduro Championships, and serving as a member of the Italian ISDE team for eight years. By 1991 he was riding in such world-class events as the Pharaohs Rally, finishing ninth overall, and in the Paris-Dakar Rally the following year, finishing 10th overall.

In 1993 Trolli tried his first American event, the Nevada Rally, taking eighth overall. He liked what he saw here, and felt his future lay with racing off-road in America, enough to pursue his next season here, putting in strong rides in the Baja 500 (third overall) and Baja 1000 (third in class).

Trolli starts 1995 as a member of Honda's Off-Road Baja Team, and he intends to continue his winning ways, looking for overall victories in the Nevada Rally, the four-stroke class of the AMA National Reliability Enduro Series, and in the Baja 1000. He's got the experience, and he's got the talent.

History — ISDE: second place, 500 class, 1989; second place, 500 class, 1991; gold medal winner, 1985-91. Italian Enduro Championship: second place, 500 class, 1989; first overall, 1990; first place, 250 class, 1990; first place, 500 class, 1991; fourth place, 250 class, 1992. Baja Aragon Rally, first overall, 1990; second overall, 1991. Pharaohs Rally, ninth overall, 1991; Paris-Dakar Rally, 10th overall, 1992; Sweden Rally, first overall, 1993; Baja 500, third overall, 1994; Baja 1000, third place, class 22, 1994; AMA National Reliability Enduro Series, fifth place, 250 class, 1994; AMA National Hare & Hound Championship, ninth overall, 1994.

*Davide Trolli shakes hands with Franco Acerbis during last year's Nevada Rally opening ceremonies.  
(photo courtesy Sunset Offroad)*



## RIDER PROFILE **DREY DIRCKS**

Age: 30  
Home: Tehachapi, CA USA  
Team: Honda Desert Off-Road  
Bike: Honda XR600R

It's fitting that Drey Dircks is riding for Honda's Desert Team. After all, his first ride was a Honda

Trail 50 at age 6, and he started his racing career on a Honda XR75 at the young age of 10.

His career took off quickly, too. By the age of 13 he and his brother were traveling around California, racing all the NMA Mini Nationals — and winning championships. Drey took the 100cc Expert Championship in 1978, 125 Stock Expert Championship in 1979, and also won Arizona State Championships from 1978 to 1982.

College interrupted his racing for two years, but he came back in 1985, adding the AMA Tri-State 125 Pro Championship and the CMC Trans-Cal 125 Pro Championship to his résumé, as well as finishing sixth overall in the AMA 125 Pro Supercross Series. Another Arizona State Championship fell to Dircks' attack in 1987, after which he finished college and got his degree in business management.

Since the, Dircks, now 30, has worked for Honda, and earned a ride with the Off-Road Baja Team in both Baja events in 1994. Strong rides netted him a fifth overall in the 500 and a fourth in class 22 in the Baja 1000. Such performances won him a full-time berth on the team for 1995.

In a sense, Drey Dircks has come full-circle, from that first ride on a Honda to his current ride on the Honda team XR600R. With his vast experience, look for Drey to spearhead the team in 1995.

History: AMA Tri-State Championship, 125 Pro, 1985; CMC Trans-Cal Championship, 125 Pro, 1985; AMA 125 Pro Supercross Series, sixth overall, 1985; CMC Golden State Series, 125 Pro, third overall, 1986; AMA 125 Pro Supercross Series, fourth overall, 1986; Arizona State Championship, 125 Pro, 1987; Baja 500, fifth overall, 1994; Baja 1000, class 22, fourth, 1994.



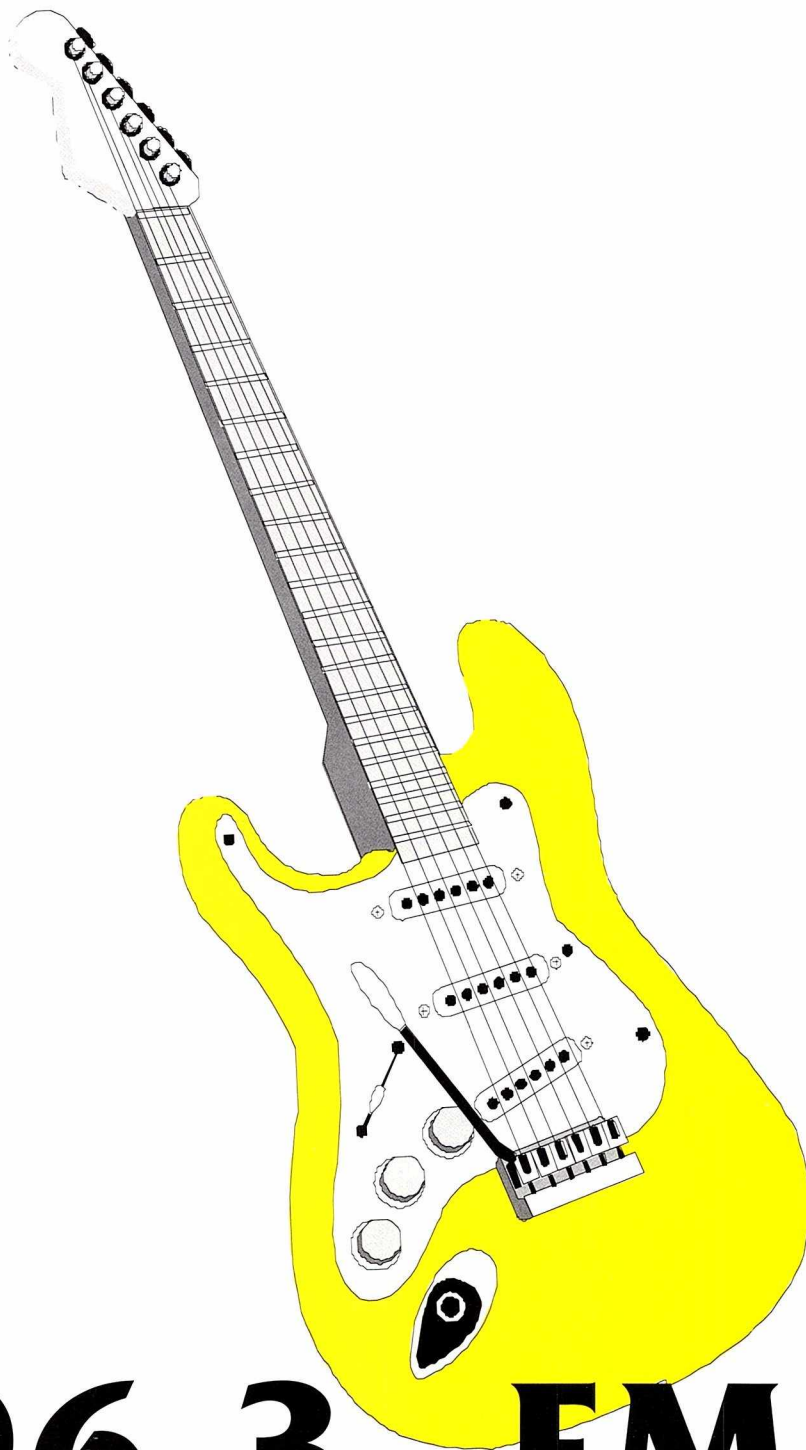


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# Franco

Adventure  
Profile

# Acerbis

## *Imagine this...*

*You've stopped your motorcycle at the top of the steep dirt road to reach your destination. You've days before that you've almost lost count. You've battled the heat and terrain of an unforgiving desert, dragged yourself and your motorcycle through mud and sudden downpours, climbed an altitude so high that you became dizzy, and admired a rugged coastline with such severe drops that one false move would land you into the churning waters of the Pacific.*

*Yes, you are in Peru, in the Andes, and now you are at Machu Picchu, ancient home of the Incas. A thrill comes over you after you realize what you've accomplished, the risks you've taken, to reach this magical place . . .*

If you can envision this scene, then you have something in common with Franco Acerbis. The first Incas Rally began March 28, 1986 in a crowded central plaza of Lima. In the middle of this crowd of Rally riders and spectators stood Franco Acerbis, whose vision was the catalyst for this event. Franco envisioned a Rally like no other that had ever taken place; an event that would test the skill and perseverance of even the most seasoned of motorcycle riders. An event like this had to take place in a country like Peru, where the extreme variations in geography and climate, combined with the history of the land, would make for a memorable race.

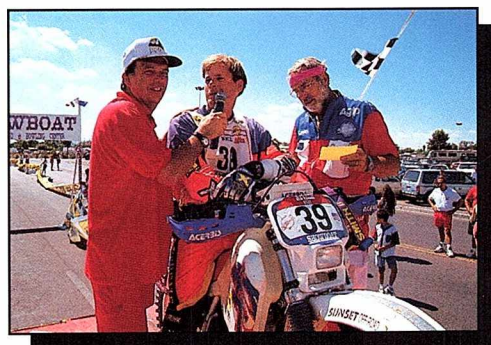
This powerful vision is not uncommon for Franco Acerbis. As a race promoter and founder of a motorcycle accessories company based in Italy, Franco has lived his entire life fulfilling his dreams. What motivates Franco are his joy of a good race, sense of adventure, and concern for his fellow riders. With more than 20 years in the industry, both as a rider and as a businessman, he still finds his fascination with the sport renewed on a daily basis.

"I've never been bored by this sport," says Franco. "How could I? Few sports require so much of an athlete . . . physically, intellectually, emotionally. Riders must possess skill in all these areas in order to succeed. And the reward is tremendous. It's not just victory I'm talking about, it's the *challenge*. To know that you've accomplished something that few will even attempt and to know that you've used every ounce of your being just to finish the race. *That's* what I mean by challenge."

*mountain, having traversed mile after mile of traveled all that day, and yesterday, and so many*

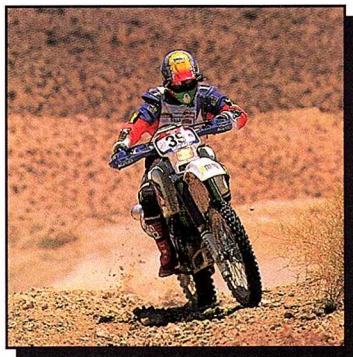
Recently, Franco set his sights on expanding the Rally concept to the United States. With the assistance of top U.S. race sponsors, he coordinated, promoted, and charted a Rally through the state of Nevada. Last year's Nevada Rally was the second of what will be an annual event. Numerous Rally sponsors joined Franco, Nevada Rally USA and the "Best in the Desert" team in a collaborative effort to ensure a successful and exciting contest.

Charting a course that takes racers through scenic Nevada deserts and mountains, Franco, and Casey Folks of "Best in the Desert," designed a race that would challenge both the riders' physical and mental capacities. The rider will need endurance and strength to sustain him through an arduous course. Superior navigation skills, including "roll chart" mapping and odometer reading, enables the rider to accurately maneuver through a course with few markings to go by.



*Franco offers a rider encouragement and support during last year's Rally.*





*Franco's dream of a desert rally in Nevada became reality in 1993.*

What makes this Rally truly unique, however, is the emphasis on the riders' enjoyment. Franco believes that a good Rally involves all aspects of the rider. "A Rally should be a gratifying emotional experience," he says, "and its principal object should be to practice in a sportsmanlike way the sport that we love, while emphasizing the human aspect which is often neglected in other races."

Last year's Nevada Rally entrants experienced this for themselves, finding out first hand that a spirit of camaraderie could exist even in a highly competitive environment. An important reason for this was Franco's active participation in every aspect of the Rally. From course design and promotion to actual contact with the riders during the race itself, Franco's influence was felt by everyone associated with the Rally. He has become known for his ability to coordinate a complex event while still maintaining close relationships with the participants.

The 1995 Rally will take the best from the previous races and combine it with an even greater focus on rider skill, strength, ingenuity, and determination to compete. Even in these early years of the Nevada Rally's existence, the event has already taken on importance in the international community of motorcycle racing, attracting media attention and a high calibre of riders from throughout the world.

When asked what compelled him to bring to this country such a race, Franco replied, "I wanted to experience a great adventure to be lived directly by me and shared with others." With the birth and evolution of the Incas and Nevada Rallies, Franco Acerbis may very well have achieved this vision.

*-by Elizabeth Blessing*

## WHAT IS ACERBIS?

Acerbis is a multinational production-distribution company with importers in over 55 countries specializing in plastic motorcycle accessories. The firm was founded in 1973 by Franco Acerbis in his hometown of Albino, Italy and continues to be based there. Acerbis' plastics are known the world over for their quality fit and finish and are found as standard equipment on some of the finest motorcycles in the world.

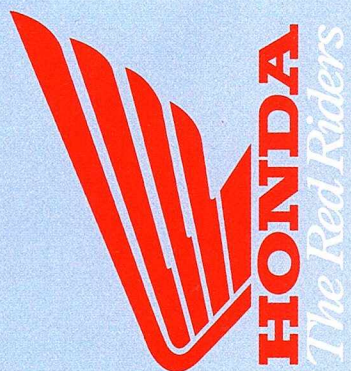
Acerbis USA is a subsidiary of Acerbis Italia and is responsible for direct sales distribution in the United States, Canada, and most of South America. Franco Acerbis opened Acerbis USA in 1986 in order to be closer to the most important market in the world, America!

Acerbis products have been used by over 250 world and national champions across the globe. In addition, you will note most riders in the Nevada Rally are relying on one or more Acerbis products in order to finish this grueling event.



*Acerbis Italia's headquarters located in Albino, Italy.*









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# Recreation in Nevada



More than in any other state, public lands in Nevada, managed by the Bureau of Land Management (BLM), offer recreation unlimited to those seeking wide open spaces for a multitude of outdoor activities. From scenery watching to conquering the nearest peak, Nevada's public land can accommodate all types of outdoor recreational activities. From the Black Rock High Rock, to Red Rock Canyon NCA, Nevada's 48 million acres of public land make it a recreational mecca for outdoor sports enthusiasts from around the world. The Nevada Rally is only one example of many recreational events staged throughout the year for the enjoyment of the participants and spectators and economic benefit of the residents.

Nevada's endless miles of undeveloped roads and trails offer an unequalled opportunity to get off the beaten path and hit the back roads. Adventure, history, and natural beauty wait quietly for those willing to go the extra mile. The Bureau of Land Management's Back Country byway program, an outgrowth of the national Scenic Byways Program, is one program designed to encourage visitors to the lesser traveled road on public land, vast tracts that are too often only seen from a distance.

Back Country Byways beckon the traveler into historic areas that played a role in the development of Nevada, and are near areas that have been largely untouched by man. Visitors to the byways can see firsthand the multiple uses of public land, and come to a greater awareness of the needs for conservation and wise use of these resources.

Other activities such as camping, mountain biking, hiking, hunting, rock climbing, and recreational prospecting are all welcome on public land with guidelines set forth by good management practices and county ordinances. Some restrictions may apply within populated areas, or areas inhabited by the desert tortoise, a threatened species.

The BLM is responsible for the stewardship of our public lands and is committed to manage, protect, and improve these lands in a manner to serve the needs of the American people for all times. Toward that end, the BLM works closely with organized recreational groups with the intention of developing and maintaining recreational areas and trails for the use and enjoyment of all, while supporting the concepts of conservation and ecosystem management.

Take a little time to discover the richness and diversity of Nevada and its people. Travel the back roads, discover the Pony Express Trail across central Nevada, or the Old Spanish Trail and Mormon Road across southern Nevada. Historic ghost towns and mining camps like Rhyolite, Belmont, or Seven Troughs are waiting for you. Race across sand dunes or cast your line in the many miles of streams. Spend a little time soaking away the cares of the day in one of the warm springs that are scattered across the state. Explore and experience Nevada, for it is truly recreation unlimited. For more information about recreational opportunities in Nevada, contact your nearest BLM office.



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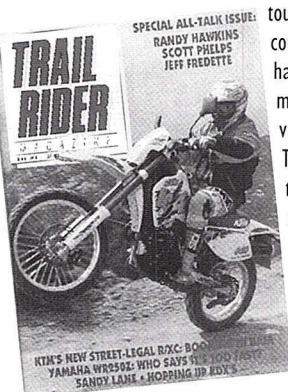
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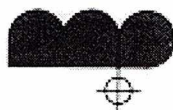
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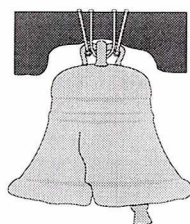
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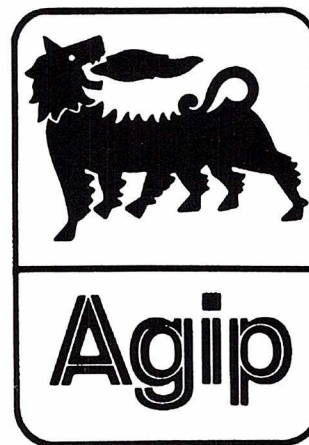
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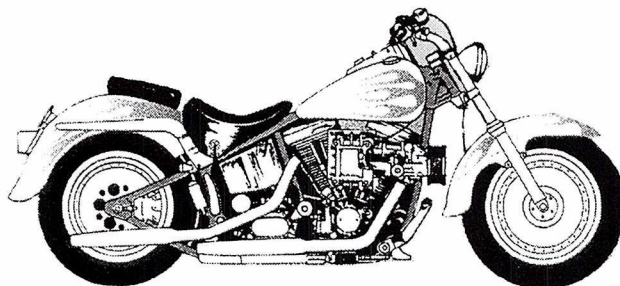
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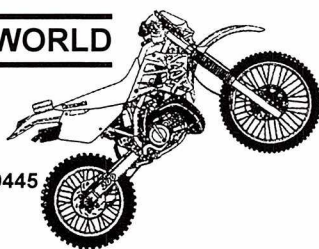
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# Nevada Rally 1995 Event Schedule

Friday, August 11 - Saturday, August 12

Tech Inspection and Qualifying at the Showboat Hotel

	<u>Special Test</u>	<u>Transfer</u>	<u>Total</u>
<u>Sunday, August 13</u>			
Las Vegas to Tonopah .....	284	70	354
<u>Monday, August 14</u>			
Tonopah to Fallon .....	330	12	342
<u>Tuesday, August 15</u>			
Fallon to Winnemucca .....	209	51	260
<u>Wednesday, August 16</u>			
Winnemucca to Elko .....	334	10	344
<u>Thursday, August 17</u>			
Rest Day in Elko .....	0	0	0
<u>Friday, August 18</u>			
Elko to Ely .....	217	94	311
<u>Saturday, August 19</u>			
Ely to Mesquite .....	302	23	325
<u>Sunday, August 20</u>			
Mesquite to Las Vegas .....	0	70	70
<b>TOTAL .....</b>	<b>1676</b>	<b>330</b>	<b>2006</b>

*Sunday, August 20*

*Grand Finale and Award Presentation at the Showboat Hotel (Time to be Announced)*



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# Rally Profiles: Bill Berroth & Casey Folks

## EVENT COORDINATOR: CASEY FOLKS



"As far back as I can remember, I wanted a motorcycle," Casey Folks recalls. He finally got his wish as a 13 year old when he picked up a 1958 Parilla 100 that he rode back and forth to junior high school.

Though he went through a period shortly after that

without bikes while trying simply to hustle a living, Casey had the bug. He put 55,000 miles on a BSA, touring all over Europe before his 18th birthday, returned to Las Vegas and began racing in earnest. His competitive career netted 16 number one plates in Southern Nevada, meaning he excelled at TT and Motocross as well as desert. As he puts it, however, "My love has always been in the desert."

And he's been on both sides of the proverbial fence—racer and promoter. Folks helped found the Groundshakers Motorcycle Club and in 1976 promoted the first motorcycle half of the Mint 400. (Legends Jack Johnson and Rolf Tibblin teamed up the best 103 other entries.) Among his other innovations, were the introduction of classes 30 and 38.

Other racing accomplishments include nine finishes in the San Gabriel Valley M.C. run, Barstow-to-Vegas, seven Baja 1000 wins, six MRAN number one plates in a row and DNFing next to a broken-down Steve McQueen (yes, the actor/racer) in one race. That was one of maybe 10 total DNFs in Casey's career and probably the only one not mechanically related.

Now in his 40s, fashionably thin and sporting a red ponytail, Casey says: "I don't look to be a millionaire or have lots of money." In fact, he looks at the picture realistically, acknowledging, "I don't think desert or off-road racing will ever get really big."

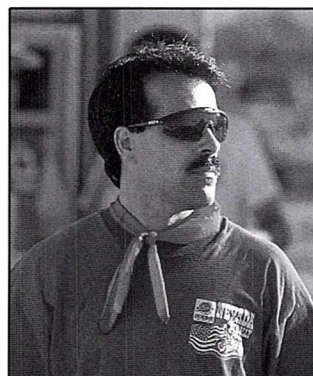
But that doesn't keep him from putting on races that are among the "Best in the Desert" (the name of his racing organization which came to him while laying out a course more than 10 years ago). "Seeing my two sons enjoy these events" are among his most satisfying accomplishments, Casey reveals. He counts two legends among the people he admires most: "Max

Switzer stands out as a tremendous person," Casey declares. "I never heard him snivel about a race. He's been my idol for his strength."

"As for a guy that's also tremendous, that would be Franco Acerbis, not just for what he's done for (The Rally) but...for his genuine love of motorcycles and the sport."

And, ultimately, the sport is what drives Casey Folks. "I keep trying to make their races better and make Best in the Desert better, and that has made me a better person," he believes. "I wish I had a way to thank all the people over the years for what they've meant to me and how they've helped."

## EVENT SUPERVISOR: BILL BERROTH



Bill Berroth, the 38-year-old Vice President of Acerbis USA and the Event Supervisor of the Nevada Rally, comes from a lifetime of competition and experience in the Off-Road Industry. His racing accomplishments include: two medals in the prestigious ISDE competition; a New England Enduro

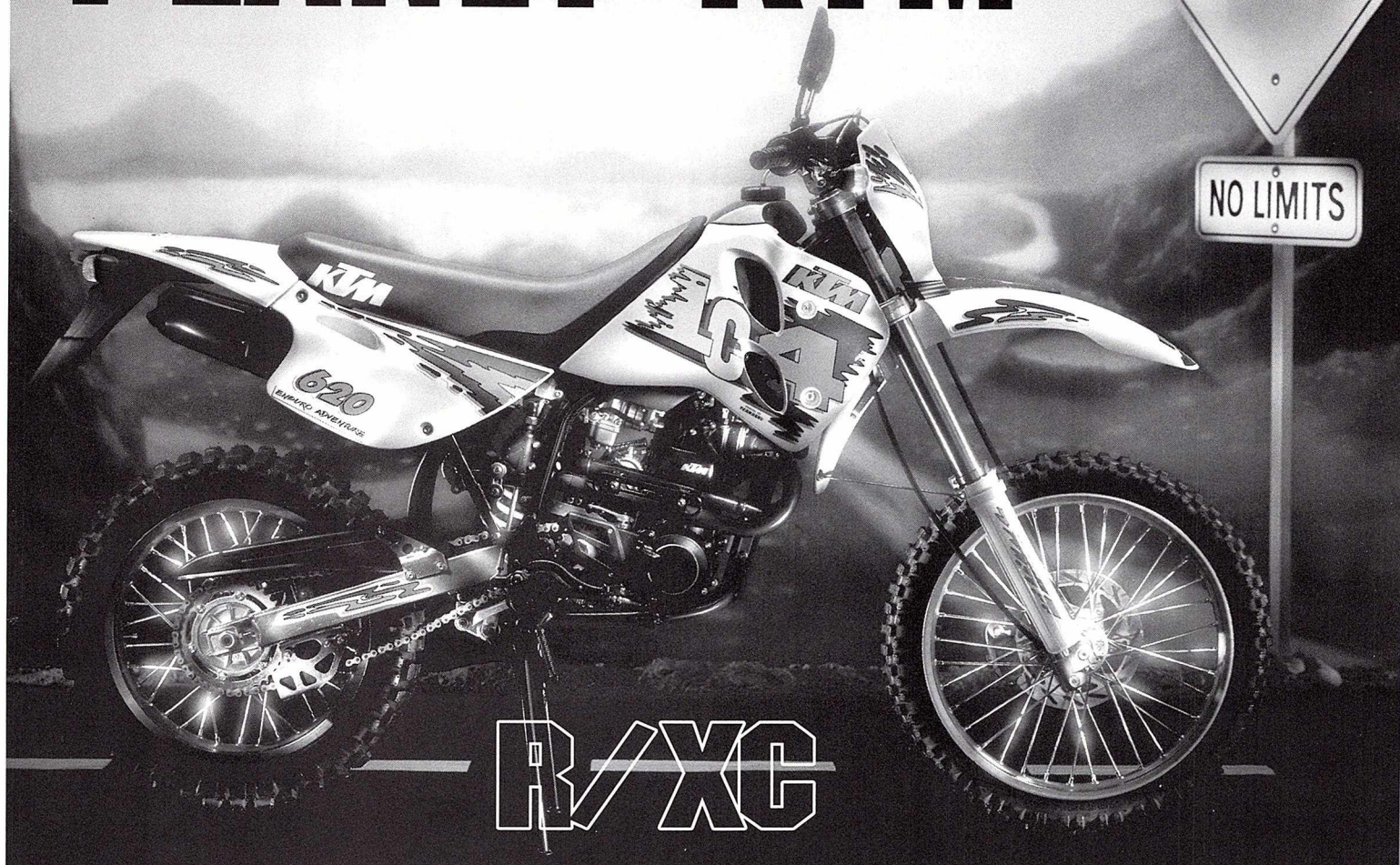
Championship; top finishes at both the Baja 1000 and Incas Rally events; and numerous regional wins in Enduro, Hare Scrambles, Desert and Motocross events.

Berroth's business credentials are equally impressive. Early career positions at the USA Import facilities of both KTM and Husqvarna taught him the necessity of hard work and integrity to succeed in this business. These lessons have been applied over the last nine years at Acerbis USA where Bill, along with one of the most respected staffs in the motorcycle industry, have brought Acerbis USA from a small thousand dollar-a-year importer to the multimillion dollar exclusive distributor of Acerbis, Pro's Choice and Sidi products!

Bill is supported (tolerated while working on the Nevada Rally!) by his wife Debbie, his eight-year-old son, Billy, and four year-old-daughter, Jennifer.



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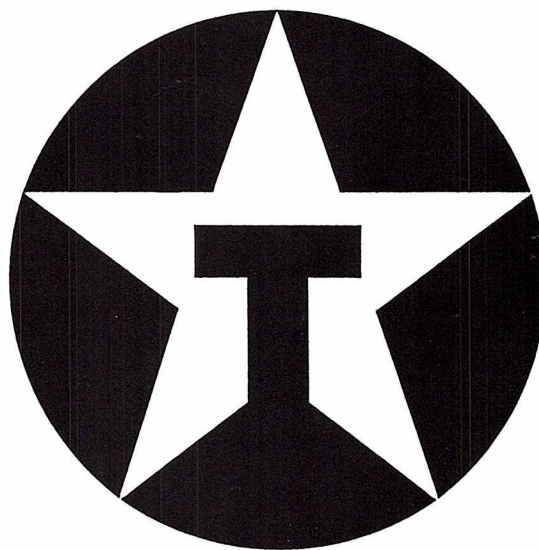
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# How I Spent My Summer Vacation

by Billy Berroth

## Let's Chart the Course!

The purpose of our trip was to lay out the road book for the 1995 version of the Nevada Rally. Franco Acerbis and Casey Folks were driving the first rented Ford Bronco (showing us the way and getting an overall feel for the direction of the event). Ricardo Raia and I followed in the second Bronco. We were responsible for doing the road book notes, which consist of a mileage reference and a drawing of the location that the riders follow as they traverse the 2,000 mile course.

about 10 m.p.h. in a truck designed for smooth dirt roads at best!

The first two days went by with little trouble (that is, only two or three flats). We arrived at Tonopah on schedule. We had planned on taking two days to do each single day of the rally. Little did we know that our schedule would be in the "shitter" after this point, as it actually took us four days just to reach Fallon.

The first day started out slow, but steady going. We were doing o.k. until we got to the sand dunes outside of Silver

day we had to climb Silver Peak itself, a steep climb, particularly in a Ford! Along the way we passed numerous old mines. We stopped at one, giving me a little time to explore. The mine shaft declined gradually and I followed it until the light gave out. I tossed a stone down and timed its descent. At one minute, forty five seconds I couldn't hear it anymore and it hadn't hit bottom yet!

## Rain, Hail, Snow, and Engine Trouble

After exploring the mine, we gunned the truck and climbed a very steep, rocky hill to a razor back ridge. Just as we were beginning to crawl down an equally steep hill, it started to rain. The rain then turned into hail and then snow. Around this time the computer that we used to set the miles broke. We stopped and I immediately "assumed the position" under the truck, trying to fix it. In the meantime, Ricky had to walk all the way back to the mine to pace the steps to get the correct mileage. While I lay in dirt and pricker bushes — wind, dust, and snow blowing around me at 7,000 feet in altitude — I could look under the engine of the Bronco and see Franco calmly reading the paper as he waited for me to get done!

After 30 minutes of work, I got the Bronco fixed and Ricky returned. We then headed into Silver Peak to try to find a room, as it was well after dark. Driving into Silver Peak, the only place open was a bar. We pulled in and Casey asked about a room. "Sorry, the motel is closed," he was told, "but if you ask the Councilman real nice, he may help you out." We went and found this guy and it turned out Casey knew him! We

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*"While I lay in dirt and pricker bushes--wind, dust, and snow blowing around me at 7,000 feet in altitude--I could look under the engine of the Bronco and see Franco calmly reading the paper..."*

We had given ourselves 14 days to do the job, which really should have been enough time. However, as you'll soon see, due to conditions beyond our control, it was not nearly enough time.

## A Good Start

Each day started and finished about the same. Up at 4 a.m., to sleep somewhere between 10 p.m. and midnight, and drive all day in between. About 90% of the driving was offroad, with us averaging

Peak. You see, Franco has seen these dunes for three years and has wanted the rally to pass through them. Finally, the BLM granted us permission to do so this year, on the condition that we find a road in and out. This task alone took us over three hours!

After the sand dunes, we headed to the mountains (my favorite part!). We faced big climbs on the way up and switch back trails on the way down. We even had to roll boulders out of the way to get through. Toward the end of the



were set! He'd fix us up with a few rooms while we waited in the bar. We convinced the barmaid to reopen her kitchen and make us some burgers (it's amazing what a free t-shirt can do!). Franco and Ricky loved the place, a real slice of "Americana." I told Ricky that in a place like this you either meet some great people or get into a fight. Little did I know how right I would prove to be by our next stop the following evening . . .

### The Wild West Revisited

The next day went o.k., a few flats, but we managed to roll into the next town, which I will call "Town X." We got two rooms and raced into the restaurant before it closed. We ordered some beers, but were told we had to eat in the bar to get them. There we had the pleasure of meeting the finest that the Nevada Militia has to offer.

This man began spewing a bunch of baloney about the Oklahoma City bombing, ranting that it was great and that it was the beginning of a worldwide revolution. He then started to talk to Franco and Ricky, suspiciously asking them where they were from. When he found out they were not Americans, he started getting even more aggressive. Casey stood by, ready for a fight if it should come to that. I started talking to this guy's "buddies," and soon found out they thought he was a fool, too. I knew then we were o.k. and the guy eventually waddled out the bar, leaving us to finish our meal in peace.

### Mud, Mud, and More Mud

The first three hours of Saturday, May 27th went o.k. Then we entered Gabbs Valley.

First, we went through a meadow of five-foot-high grass. This alone should have tipped us off that it was wet ahead, but it didn't. Next we had to take a 1½ hour offroad, virgin terrain detour to get around a soft mud section. Again, this should have tipped us off that more trouble was ahead. Then we turned off a nice graded dirt road onto an alkali lake bed. It started off soft and got softer and softer until we reached a well where Casey promptly stuck his truck. Luckily, a quick tug got it out and we continued across the lake bed, Casey assuring us that one short

mud a hundred times worse than the other Bronco. It seems he saw a short cut and took it, at 50 m.p.h. and into the softest mud I ever saw. Casey decided he would walk the rest of the way to the ranch for help.

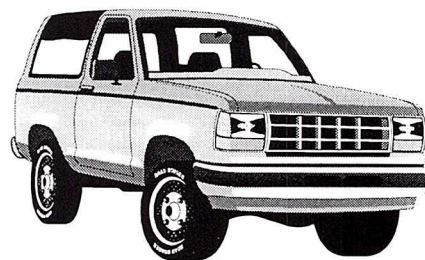
Meanwhile, the rest of us continued to dig and jack some more. Four hours later and we had moved the Bronco 10 feet and were exhausted. While Franco read a book, I passed out. White dots rushed away from my eyes . . . boy, did I hit the wall! I'll tell you, a stairmaster aint shit! Try

---

*"...before we knew it, Casey's Bronco was sinking in the mud.*

*We stopped our car and overheard the backseat driving of Franco, urging Casey, 'Push! Push!' Then he stuck the Bronco real good. There was nothing to do but start digging."*

---



mud section was ahead and then we were free and clear!

We headed out onto the dry lake and before we knew it, Casey's Bronco was sinking in the mud. We stopped our Bronco on hard ground and overheard the backseat driving of Franco, urging Casey, "Push! Push! Push!" Then he stuck the Bronco real good. There was nothing to do but start digging. Four hours later and we were still digging and jacking the Bronco and had accomplished nothing.

We then decided one of us should go to a ranch we saw by a hot spring and round up some more cable or chain so we could yank the truck out. Casey was chosen so he took off in the remaining Bronco. Five minutes later he radioed us and said he was stuck in

shoveling "gumbo" mud seven hours in the hot sun!

### Casey Saves the Day

Back to Casey. He hiked two miles to the hot springs and found it deserted. Being a man of action, he decided to hike to the next ranch, a mere 12 miles across the desert! Well, he did it and when he arrived he was more than a little thirsty, so he tried the faucets on the guy's house (he wasn't home) and they didn't work! He was dying now and noticed some dogs. He headed for them, kicked them away from their water bowls, and drank up! I tell you, I would have paid money to see that!

Casey, now properly refreshed, started looking around this ranch and found a stake

*continued on page 42*



bed truck with the keys in it. He loaded it with chain and cables, taking off in his new "borrowed" Chevy. As he's headed our way, he sees another truck coming his way. As he gets closer, he sees the guy mouth, "That's my truck!" Casey stopped, jumped out and yelled, "Let me explain!" After everyone calmed down, Casey convinced this guy to ditch his buddies and come help us.

A few minutes later, we see Casey and our new "bud," Scott, pull up. Boy, were we happy! Unfortunately, that didn't last long as we discovered this truck couldn't pull us out! We then decided that Franco would stay with one Bronco while Ricky stayed with the other and Casey, Scott and I headed to his neighbor's ranch to borrow a tractor.

Well, about five minutes after we dropped Ricky off, the Chevy ran out of gas. Scott and Casey set off on foot for the second Bronco to siphon some gas. An hour and a half later they returned without the gas. The siphon hose had too big of an outside diameter. Scott and I decided to hike back to the first Bronco for gas as it had a good hose in it. Casey decided to start hiking to the second ranch and we would catch up with him after we got the gas. O.k., sounds kinda dumb to me, but o.k.

### Still Stuck!

It took Scott and me 1½ hours to hike to the Bronco and get gas. We then made it about a quarter of a mile and got the Chevy stuck in the mud. Another hour of diggin' and

winchin' and roostin' passed before we finally got it out. The thing went 20 more feet and ran out of gas again! This truck had to have something wrong with it as it was only getting about one mile to the gallon. This time we hiked to Ricky's Bronco for gas, adding another two hours before we were on our way.

By now the sun was setting and just before we got to Scott's ranch, we saw this huge tractor coming our way. Joy again! I joined Casey, Ron the rancher and his nephew Billy in a cab big enough for one person and we raced toward Franco at top speed (6 m.p.h.). It was dark when we reached Franco and pulled him out with no trouble. Franco and I then took the Bronco to the gravel road while the rest of them went to get the second Bronco. While Franco and I sat on the road, we watched the tractor's progress 3 miles away. Then, suddenly, the

lights stopped moving. Ricky radioed us — the big tractor is stuck! They turned to back up to the Bronco and it just sank!

So, now it's Bill and Franco to the rescue. Three miles of mud sliding and jumping and we were back at the tractor. Believe me, this thing was stuck! Nothing to do tonight, so we loaded all of us in the remaining Bronco and headed to Ron's ranch where he offered to put us up for the night. We would try again to get everything out the next day.

### Happy Birthday, Bill!

The next day we loaded up some railroad ties and cable and headed out. After digging another 2 hours, we had gotten nowhere, so the rancher headed back for his second tractor.

When he came back, we offered to move his pick up, but he said he could get around it. Turns out he couldn't because he stuck the second tractor, too. Then moving the pick up out of the way, he broke his four wheel drive. (This guy was worse than Casey!)

More digging ensued while we listened to the Indy 500 on the radio. After hours of digging in the muck, I reminded myself that this also happened to be my birthday. What a way to spend it! We did manage to get all the cables hooked together and got the second Bronco on dry

ground as well as the farmer's pick up. At this point, we were running out of options to get the tractors out. But, hey, we had our cars out, so we weren't looking that bad. We paid our helpers off and gave them some Rally t-shirts, promising them



*"Next was the cabin. It was over 130 years old, and still with the original bedding, or so it appeared. We had to kill a bunch of black widow spiders and cockroaches before we could sleep. Still, it didn't matter, we were so tired."*





*Ricky Raia surveys the situation while trying to extricate the Bronco from "gumbo mud."*

we would rent a D9 to get them out when the Memorial Day weekend was over. We did so at a cost of \$800, which we all thought was quite a good deal -- \$3,000 would have been more appropriate.

### Rustic Accommodations

From Gabbs we passed on to Fallon, Lovelock, Winnemucca, and Battle Mountain with little trouble except another six or eight flats -- no big deal for us!

After Battle Mountain, our next night was in Austin, a great old town! We got there just as they were rolling up the sidewalks and found no rooms until Casey cut a deal for a "bed and breakfast" cabin. Before bedding down, we chowed down at the local bar/restaurant (real good food and great chili!).

We then went to pick up the cabin keys from the manager, who happened to live at the local wrecking yard. Anyway, next was the cabin. It was over 130 years old, and still with the original bedding, so it appeared. We had to kill a bunch of black widow spiders and cock roaches before we

could sleep. Still, it didn't matter, we were so tired.

From Austin, it was on to Elko and Wells, before snow made us change our plans. We had to stop doing the road book notes and just drive the last day. We were almost out of time and the ground was too soft to get decent mileage readings. Nevertheless, we had one more adventure in us before we were done . . .

### Leave the Driving to Franco

Climbing a mountain outside of Ely, it got muddy, then muddier, then it started to rain, then hail, then snow. Then, Casey got stuck. We yanked him out of the mud easy enough. He worked his way around a knoll and snow drift back to the road. Having blazed the trail, he radioed me to follow. What a tough 200 yards, uphill, 20 degrees off camber, crashing over boulders and through scrub bushes! Progress was o.k. until the bouncing threw off my fan belt, causing all the dash lights to go on and the power steering to quit. Here I was again, on top of a 9000 foot mountain, sitting on top of

the engine, freezing rain on my back with just a t-shirt and shorts on. I was getting pissed now as I thought we still had more snow to cross. The whole effort seemed pointless.

Well, I did fix the truck and set off on the downhill side. Progress was good for two miles until I started down a big hill, lost the front end in a turn (this is a Bronco we're talking about) and drove the front tires off the road with no way to jack up! Grim. But, if I learned anything on this trip, it was resourcefulness and the fact that if we didn't help ourselves, nobody would. We set to work winching and dragging the front end back onto the road. Another hour later and we did it!

Franco then followed in the second Bronco, ricocheted across the berm, and made it! Boy, can he drive! Scares the shit out of Casey, but he can drive! From there to Caliente, we stuck 'em 2 or 3 more times, but we finally arrived in Caliente.

### All's Well That Ends Well

The next day we covered the last bit to Mesquite and on to Vegas. A long, hard trip -- no vacation at all! When I got home and told my wife, Debbie, this story, she accused me of stretching the events. Well, this was one story that didn't need it. All this (and more that I have forgotten by now) really happened!





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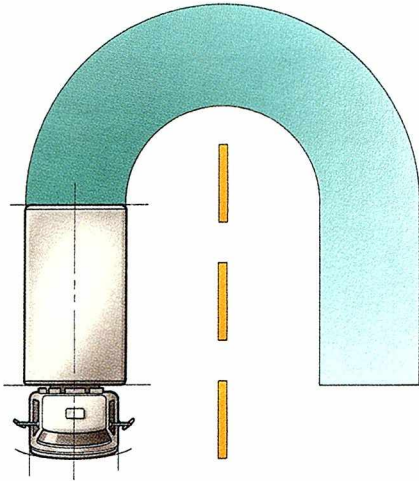
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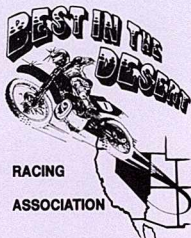


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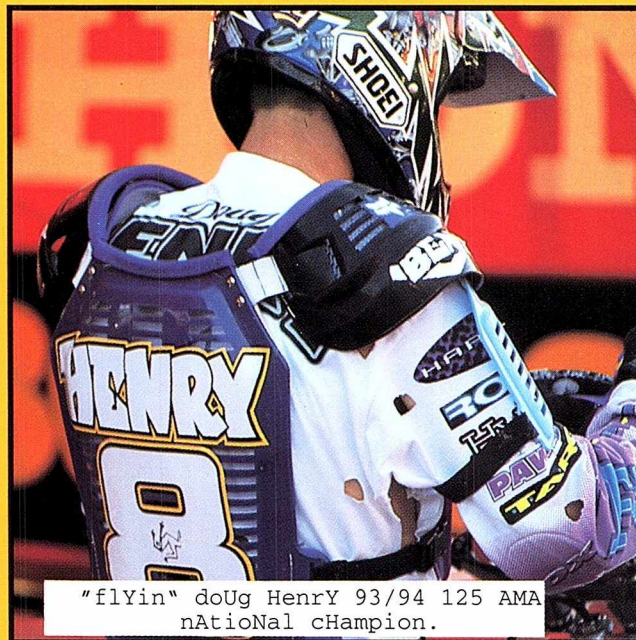


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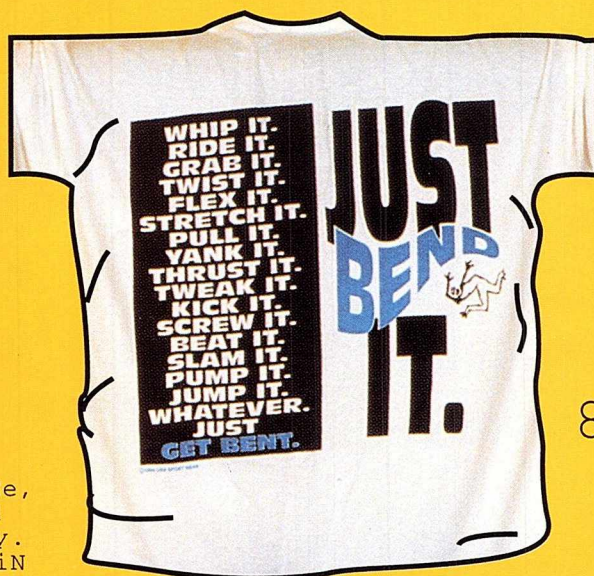


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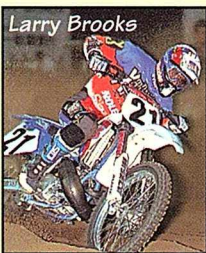
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